

# 2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

**CMS requirements:** Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [TIPRPEC@psrc.org](mailto:TIPRPEC@psrc.org). Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or [lbarris@psrc.org](mailto:lbarris@psrc.org). All applications must be submitted by **May 1, 2006**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

1	<b>Project title: Tukwila Urban Center Access Improvement Project</b> For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	<b>Destination 2030 ID#: 3527</b> In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a> . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or <a href="mailto:kfujisawa@psrc.org">kfujisawa@psrc.org</a> .

3	<p>a. <b>Sponsoring agency:</b> City of Tukwila</p> <p>b. Co-sponsor(s) if applicable:</p> <p><b>Important:</b> For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p><b>Project contact person:</b> Cyndy Knighton</p> <p>Address: 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188</p> <p>Phone: 206.431.2450</p> <p>Fax: 203.431.3665</p> <p>E-Mail: cknighton@ci.tukwila.wa.us</p>
5	<p><b>Project description.</b> Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p><b>Project details: Grade Separated Facility</b></p> <ul style="list-style-type: none"> <li>Two lane widening of Southcenter Parkway from Strander Blvd to Nordstrom entrance achieved by constructing new fill and retaining walls. Additional width is provided for a widening pedestrian corridor.</li> <li>Southbound lanes of Southcenter Parkway will be re-profiled to provide grade separation at the Klickitat Drive intersection by constructing soldier pile walls and excavating existing grade.</li> <li>New bridge structure, supported by soldier pile walls maintains the connection between the existing surface grades of Klickitat Drive and northbound and southbound Southcenter Parkway.</li> <li>New signal on Southcenter Parkway 600 feet south of Strander Boulevard to for access management and accident reduction.</li> <li>Traffic signal interconnect of 4 intersections to facilitate signal coordination and improve operations.</li> </ul> <p>See <b>Figures 2 and 3</b> for further description of the project.</p> <p><b>Project Need: Congestion Relief</b></p> <p>Without this improvement, growth in the Southcenter area would halt with an effective moratorium due to failure to meet the City’s Concurrency standards.</p> <p>The City of Tukwila’s designated Urban Center is a major employment and shopping center for the region. The Urban Center’s regional significance is evidenced by the fact that every one of the Prosperity Partnership Targeted Industry Clusters are represented within its boundaries.</p> <p>Tukwila is a unique city, one that has one of the highest daytime-to-nighttime population ratios in the nation. This translates into a small city with the needs of a much larger one. The Tukwila Urban Center is a dominate player in the regional economy because of the nature of the businesses that create the high daytime population. The Urban Center employs 21, 400 people at 1,360 firms, with over 2,800 employees in the targeted industry clusters. Tax revenue from Tukwila, mostly generated by business in the urban center, totalled \$214 million in 2004. Tukwila is the 8<sup>th</sup> largest sales tax revenue area in the Puget Sound area and the 10<sup>th</sup> largest in the state.</p> <p>In 2000, 170,000 daily vehicles drove to or from the Urban Center through one of the 9 entry points. By 2020, over 251,000 vehicles are expected to travel through those same 9 points of entry – 51,000 through the project. The future volumes include the 500,000 sf expansion of the Westfield Mall at Southcenter, currently being permitted, but does not include the 10,000,000 sf mixed use development proposed immediately south of the Urban Center. Without significant roadway projects to improve access and circulation within the Urban Center, Levels of Service are expected to significantly degrade, impacting future housing and retail development, job opportunities, freight movement and quality of life for residents, commuters and visitors to the Urban Center.</p> <p>The project area impacted by the Tukwila Urban Center Access Improvement Project is most critical to the future viability of the Urban Center. The project area includes the intersection with the City’s second highest rate of</p>

	<p>accidents and two intersections that have historically been identified by WSDOT as High Accident Locations (HAL). Without this project, traffic congestion is expected to degrade LOS throughout the project area from LOS D today (not including holiday times) to LOS F. The Tukwila Urban Access Improvement Project remedies the safety and traffic flow problems in this vital area by efficiently eliminating vehicle conflict. The freeway off-ramp currently has queues that essentially block access to the northern ramp, future queues without the project will affect the I-5 Mainline. This project will eliminate the ramp queueing. The project design includes a grade separation and widening of Southcenter Parkway and advanced technologies to optimize signal operations throughout the project area. The grade separation will improve safety by eliminating conflict and reducing accidents at traffic signals and ramp intersections. Building this project will improve design year average LOS from LOS F to LOS C throughout the project area. The benefits of the project are so dramatic that design year operations will be better than existing. The reduced delay realized by this project will mean shorter travel times for freight, transit and motorists throughout the Urban Center. The project will also provide enhanced pedestrian facilities including physical separation from the roadway, lighting and railings and landscaping and architectural treatments. Enhanced pedestrian facilities will provide a safe non-motorized connection to major destinations in the Urban Center. Landscape and architectural treatments will directly impact the sense of place so important to an Urban Center environment. This unique project design was developed through an exhaustive screening and evaluation process resulting in a project with a Benefit/Cost ratio of 1.52. An artist's rendering of the completed project is attached to this application.</p> <p><b>Project Purpose: Congestion Management</b></p> <p>The purpose of the project is congestion management and relief.</p>	
6	<p><b>Project location:</b> Klickitat Dr/Southcenter Parkway intersection area, including street sections on Southcenter Parkway from north I-5 NB off-ramp to approx. 600 feet south of Strander Boulevard; Strander Boulevard from Southcenter Parkway to 61st Avenue S, and Klickitat Drive to east bridge abutment. <b>See Figure 1.</b></p> <p>a. County(ies) in which project is located: <b>King</b></p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <b>I-5</b>  Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <b>Southcenter Mall</b></p>	
7	<p><b>Map:</b> 1. Include a legible 8½" x 11" project map with the completed application form.  2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p>	
	<p align="center"><b>Rural Functional Classifications</b>  <b>"Under 5,000 population"</b></p> <p align="center">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p>	<p align="center"><b>Urban Functional Classifications</b>  <b>"Over 5,000 population"</b></p> <p align="center">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p>

- ☐ 27 Proposed Major Collector  
☐ 28 Proposed Minor Collector  
☐ 29 Proposed Local Access

- ☐ 36 Proposed Minor Arterial  
☐ 37 Proposed Collector  
☐ 39 Proposed Local Access

## PLAN CONSISTENCY INFORMATION

**Note:** Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or [rpiro@psrc.org](mailto:rpiro@psrc.org). For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

### 9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

**Note:** The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at [www.psrc.org/projects/planreview/ppr\\_status.htm](http://www.psrc.org/projects/planreview/ppr_status.htm). To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or [infoctr@psrc.org](mailto:infoctr@psrc.org).

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 05/02

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.  
 (Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☒ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rqc.htm> for more information.)

Tukwila Urban Center

c. Is the project specifically identified in a local comprehensive plan?

- ☐ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
- ☒ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

This project was identified in the City's most recent update to the Transportation Element, and reference can be found in the supporting background report specific to this project. However, individual projects are not mentioned in the Comprehensive Plan or Transportation Element in most cases. The project was designed to meet goals and policies in the following sections of the plan: Community Image, Tukwila Urban Center, Economic Development and Transportation Element. Actual text of relevant policies is attached to this application in **Figure 4**.

#### **Community Image**

##### **Goal 1.3, Policy 1.3.1; Goal 1.7**

The project directly supports these policies through the context sensitive elements of the project, including landscaping, wall treatments, pedestrian lighting and the improvements to pedestrian facilities providing safe and convenient access to major Urban Center destinations. The City is focusing on building a walkable community through provision of attractive pedestrian facilities as well as improving the overall image of the Urban Center through street design. Context sensitive solutions for the project have been developed to be consistent with



adjacent planned projects including I-405.

### **Tukwila Urban Center**

#### **Goal 1.9, Policy 1.9.1; Goal 10.2, Policy 10.2.2; Goal 10.3.**

- The Urban Center goals are directly supported by the project. Most notably, the project dramatically improves traffic flow and reduces congestion and accidents at the only freeway access point in Tukwila's Urban Center. 24 percent of vehicles that enter the Urban Center on a daily basis travel through the project area. A priority in the design of this project was an improvement of pedestrian facilities which do not currently meet ADA guidelines. The pedestrian elements of the project design will encourage non-motorized trips within the Urban Center by providing safe, convenient and attractive access.

### **Economic Development**

#### **Goal 2.1; Policy 2.1.4 and 2.1.5**

- The Tukwila Urban Center Access Improvement Project is consistent with and supports the economic development goals of the City of Tukwila. Business and property owners have been engaged in the project design process and have demonstrated, through their financial commitments, that they believe the project is critical to the continued economic success of the Urban Center. This is evidenced by the private sector financial support for the project. Business owners—through the Chamber of Commerce and the Rotary Club—have expressed their support for the project and for the road closures necessary to complete the project in a single construction season. Without this development, the proposed 10,000,000sf mixed use development on the south side of the Urban Center cannot proceed because LOS concurrency cannot be met. Additional growth in the Urban Center would be jeopardized for the same reason.

### **Transportation Element**

#### **Goal 13.1, 13.2, 13.3; Policy 13.3.1, 13.3.3 and 13.3.4 .**

- The project, as designed, meets all of the goals of the City's Transportation Element. With this project, operations at several intersections in the Tukwila Urban Center are expected to degrade from LOS D to LOS F. With the project Design Year LOS at area intersections improve to LOS C. The project eliminates a High Accident Location (weave from northbound I-5 off-ramp to Strander Blvd) and brings non-motorized access up to standard. The intersection of Strander Boulevard and Southcenter Parkway is currently one of the City's highest accident locations in large part due to the queuing and weaving of vehicles from the I-5 off-ramp. The project will eliminate this weave thereby reducing the potential for accidents. Project traffic analysis was carried out using projected volumes that support the continued growth of this Regional Center. Without the project, this economic growth is in jeopardy.

## **REGIONAL PROJECT EVALUATION**

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

### **Instructions:**

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## **Part 1: Category Specific Questions (50 Points)**

**10. Select one of the following three categories that best fits your project and follow the corresponding instructions:**

- ☒ **Designated Urban Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ **Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ **Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

### **A. Designated Urban Centers (50 Points)**

**Instructions:** Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

**11. Please explain how your project addresses the following:**

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

**How This Project Will Help The Urban Center Develop**

**Support for housing and employment densities and development plans**

One of Tukwila's four major objectives from the comprehensive plan is "To develop a thriving urban center as a true regional concentration of employment, housing, shopping and recreational opportunities." Since 24 percent of daily trips into and out of Tukwila's Urban Center travel through the project area, traffic operations/traffic flow is of critical importance.

Today, the Southcenter area - formally known as Tukwila's designated Urban Center, is a major regional destination, employment center, and warehousing district. Housing the largest shopping mall in the state is just the beginning. When the Planned Action for the Tukwila Urban Center (TUC) is completed in later this year, implementing the comp plan goals and policies found on 107-122, changes to the type, size, and style of development will begin to occur. More intense developments of retail and office space will be concentrated in the north portion of the TUC and opportunities for mixed use and residential development will emerge. Lifestyle retail components are already being designed into the half-million square foot expansion of the Southcenter Mall and a pedestrian/lifestyle friendly corridor connecting the Mall to the Sounder Station is under conceptual design. Current employment is 22,770 and by 2020, employment will grow to 27,200 – a 19-percent growth. By 2020, housing in the Urban will have grown from 10 to 1600 – a 159-percent jump.

Modeling of future conditions clearly projects Levels of Service to degrade to extraordinarily deplorable conditions - well beyond LOS F conditions by 2020. The 170,000 daily vehicles in 2000 will grow to 251,000 by 2020. Vehicles attempting to exit off of northbound I-5 onto Southcenter Parkway currently block access to the northern ramp and the queuing will grow onto the freeway mainline in the future. Lines of traffic would sit through many cycles of traffic signals as the cars approached the Southcenter Parkway area near Klickitat Drive. Levels of service degrade at the project area well below LOS F and a potential average vehicle delay of over 11 minutes could occur for motorists attempting to exit northbound I-5 onto Southcenter Parkway. The Tukwila Urban Center Access Improvement Project will provide significant congestion relief reducing intersection delay at project area traffic signals by up to 74 percent and improving design year average LOS from F to C.

In order to support the planned and future growth in business and associated traffic volumes, this project is necessary for the City to maintain its LOS concurrency standard. Not meeting that standard would effectively place a moratorium on growth. Since Tukwila is the 8<sup>th</sup> largest sales tax revenue source for the greater Puget Sound area (4 counties in PSRC) and the 10<sup>th</sup> largest in the entire state (total of \$214 million in 2004), it is important to the overall economic health of the region to support planned and future growth by building this project.

**Support for objectives and existing policies**

The Tukwila Urban Center Access Improvement Project design was developed to minimize delay for motorists, maximize vehicle throughput, minimize impacts on local business and property owners and enhance public transit and non-motorized access. The project advances and fosters the goals identified for the Urban Center in the City of Tukwila's Comprehensive Plan. Goals and policies in three sections of the plan are directly addressed by the project:

Tukwila Urban Center, Economic Development and Transportation Element. For specific plan references, refer to the **Figure 4**, attached.

#### Tukwila Urban Center Goals and Policies

The project furthers the following Tukwila Urban Center goals and policies by providing a multi-modal solution to mobility issues at the only direct freeway access in the Urban Center. Included in the project are significant pedestrian enhancements and aesthetic and architectural treatments. The pedestrian facilities will directly support the goals of the Urban Center and will promote a sense of community. Aesthetic and architectural elements of the project including landscaping and wall treatments will contribute to the sense of 'place' emerging in Tukwila's Urban Center.

#### Economic Development Goals and Policies

The project furthers the following Economic Development goals and policies through the design process that was followed. Business and property owners were engaged in the design of the project to ensure that impacts to business in the Urban Center was minimized and that the project addressed the transportation needs of the business community. With the completion of this project, growth in the Urban Center, including a 10,000,000 sf mixed use development and a 255,000 sf mixed retail development, will be able to proceed.

#### Transportation Element

The primary goal of the project is increased mobility improvements, and therefore it directly supports the Transportation Element goals and policies of the City's Comprehensive Plan. Project traffic analysis shows that traffic flow in 2030 will be better than existing at project area intersections. These improvements don't come at the expense of non-motorized facilities: sidewalks and pedestrian facilities will be completely updated and improved as part of the project.

#### How This Project Will Benefit Targeted Industry Clusters In The Urban Center

##### **Benefits to Targeted Industry Cluster**

The Tukwila Urban Center Access Improvement Project has direct benefits to businesses in the Urban Center. Tukwila's Urban Center plays a critical role in the region's economic engine and this project is critical to the City of Tukwila's growth. The Urban Center is currently home to 1,360 businesses, 22,700 jobs and 170,000 vehicles driving to or from the Urban Center (via only 9 access points). Of these businesses, 176 are firms within the Prosperity Partnership's targeted industry clusters and comprise over 2,800 jobs:

<b>Prosperity Partnership Targeted Industry Clusters in Tukwila's Urban Center</b>		
	<b>Employees</b>	<b>Firms</b>
Aerospace	348	21
Clean Technology	24	3
Information Technology	1,016	56
Life Sciences	16	3
Logistics & International Trade	1,432	93
<b>Total</b>	<b>2,836</b>	<b>176</b>

The primary benefit to businesses is reduced traffic congestion resulting in travel time savings. Reliable access to Urban Center businesses is critical to its continued growth as a major employment center and regional retail destination. Without this project, Urban Center traffic growth is estimated to degrade design year (2030) intersection operations to unacceptable levels. With the project, design year vehicle delay at signalized intersections within the Urban Center is estimated to improve significantly; up to 74%.

#### The Urban Center is poised for additional growth through the following efforts:

- (1) The City is creating a master plan for the urban center to allow development of multi-family housing, transit-oriented development, and a pedestrian corridor between the mall and transit center and the Sounder station.
- (2) Southcenter Mall has begun a 500,000 square foot expansion.
- (3) The Tukwila South development projects 10 to 14 million square feet of retail, office, industrial, and warehousing with up to 2,000 housing units (according to a DEIS published 4/05).



- (4) All of the growth above is contingent upon this project to maintain LOS standards that meet the City's Concurrency requirement.

### **What This Project's Impact On Urban Center Will Be**

#### **Project's ability to remedy current and anticipated problems**

The Tukwila Urban Center Access Improvement Project will remedy several existing and anticipated problems. One of the most significant issues is traffic congestion – 170,000 vehicles per day travel the Southcenter area, at least 25% more in the typical holiday season. An additional 81,000 vehicles per day is anticipated to be in the urban center by 2020. Travel routes through the project area currently experience speeds of between 11 to 17mph during weekday peak periods. Without improvements, speeds are expected to fall below 11mph in 2009 (estimated year of opening) and 9mph in 2030 (design year). Existing traffic operations during weekday PM peak periods are characterized by LOS C conditions at the signalized intersections and LOS F conditions at the unsignalized locations and resulting in long queues of traffic that extend to adjacent intersections. As a result of existing and estimated future conditions, mobility was the primary criteria in evaluating project alternatives. The preferred alternative best addressed mobility throughout the project corridor and the Urban Center. Several notable features (see **Figures 2 and 3**) of the proposed alternative address mobility within the Urban Center including:

- Grade separation at the intersection of Southcenter Parkway and Klickitat Drive resulting in fewer signal phases and improved operations;
- Elimination of weave from NB I-5 off-ramp to Strander Blvd by grade separation; reducing congestion and accident potential;
- New traffic signal at Southcenter Parkway and Doubletree/McDonald's restaurant entrance to provide access management and safety improvements;
- Additional capacity at the northbound approach to Southcenter Parkway and Strander Blvd providing exclusive right turn lane reducing congestion and delay;

The project dramatically improves traffic operations—reducing congestion—at Urban Center intersections. Southcenter Parkway and I-5 NB Off-ramp (Nordstrom entrance) improves from a design year LOS of E to C; a 62% reduction in delay. The greatest improvement in operations will be realized at Klickitat Drive and Southcenter Parkway where design year LOS is improved from LOS D to A. The Tukwila Urban Center Access Improvement Project shows operational improvements at all 8 Urban Center signalized and unsignalized intersections analyzed. To maximize traffic flow through the Urban Center, the project design will include Intelligent Transportation System elements. Specifically, signalized intersections in the project limits will be interconnected using fiber optic technology. Once interconnected, the traffic signals will be able to communicate with each other and be coordinated. Signal coordination reduces delay for vehicles and pedestrians.

Other existing issues that will be addressed by the project are a substandard pedestrian network and preservation of freight movement. The existing environment for pedestrians is hostile and poses safety threats. Sidewalks are not wide enough to meet current ADA standards and are in poor condition (pavement distress). Structures, including illumination and signal standards block portions of the existing pedestrian facilities on Southcenter Parkway and there is no buffer between the sidewalk and travel lanes. These issues will be addressed by the project through the following elements/characteristics: minimum 6 foot wide sidewalks, pedestrian lighting and the separation of pedestrian facilities from travel lanes. See **Figure 3** for some details on the pedestrian facilities. Freight movement has been considered throughout the design process. Improved turning radii and other infrastructure standards have been incorporated to accommodate the needs of large trucks. The improved mobility, through congestion relief and improved travel time, will also benefit this major user group.

#### **User Groups and Environmental Justice**

A unique characteristic of this project is that it affects a vast array of users and modes. The travel modes include the multi-modal/intermodal Tukwila Transit Center for buses, intercity and commuter rail, Amtrak and bicycle/pedestrians. The Transit Center will serve Sound Transit express and Metro/King County buses, intercity rail, Sound Transit commuter rail (Everett to Tacoma, with 300 daily boardings in Tukwila), Amtrak and bicycle/pedestrians. Several significant user groups will directly benefit from the project including commercial vehicle operators/trucking, commuters and local business/retail customers. With planned housing developments in the Urban Center, residents will be added to this list of user groups. All of these user groups contribute to the economic vitality of Tukwila's Urban Center.



All population groups will benefit from the project's improvement as the Southcenter area is a major regional employment base, as well as a regional shopping destination, for the larger south King County area. From PSRC data on minority population locations, it is clear that the Tukwila Urban Center is very close to large concentrations of minority housing - primarily in the area immediately north and west of the urban core. Most of the census blocks are indicated as have 35% to 50% or more minority residents. The City's demographic profile from the 2000 Census, documents a minority population of over 41%, with most of the residential areas within 2 miles of the urban core. Additional data from PSRC shows large concentrations of population groups below the regional low-income level immediately adjacent to the TUC, primarily to the south and east. However, no population groups will be adversely affected or relocated by this project.

This project will provide access for minority, low-income, and other protected classes through improved pedestrian and trail improvements, and transit services. Sizeable blocks of low-income and minority population areas surround the project area, according to data sources from PSRC [PSRC Map 2-1: Concentration of Poverty and Roadway Projects; Map 2-3: Low Income Population and Roadway Projects; Map 2-5: Minority Population and Roadway Projects].

### **How This Project Provides Circulation Within The Urban Center**

#### **Safe and convenient access to major destinations**

The Tukwila Urban Center Access Improvement Project improves both vehicle and pedestrian access to and from major destinations including Southcenter Mall, Urban Center Transit Center and Tukwila Station (**Figure 1**). Because the only direct freeway access to the Urban Center is within the project limits, the improvements afforded by the project will have a major impact on access to these major destinations.

- **Walkability:** The project provides a safe, ADA compliant pedestrian facility from the west side of I-5 to Southcenter Mall and to the north and south on Southcenter Parkway.
- **Public Transit Access:** This project may result in an increase in transit ridership. Improved traffic operations through ITS will improve the speed and reliability of transit routes through the project area..
- **Safety and security:** The project implements several safety enhancements that are expected to reduce accidents in the project area. The design of pedestrian facilities includes a buffer separation from the roadway and pedestrian specific lighting.
- **Bicycle mobility and bicycle facilities:** The enhanced pedestrian facilities provide opportunities to safely cross Southcenter Parkway.
- **Streetscape improvements:** The project includes landscaping, architectural treatments, pedestrian enhancements and roadside development which will improve aesthetics and 'place-making'.
- **Traffic calming:** The project design redirects several traffic movements which will reduce accident related conflicts and traffic congestion.
- **Freight movement:** There is significant truck traffic through the project area— approximately 100 truck per hour in the AM peak, or 15 percent of the overall volume. Reduced delay and improved traffic flow as a result of the project will have a direct impact on freight movement in the Urban Center.

## **PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)**

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

### **D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)**

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.

- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**14. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

**14A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not needed f. Certification Audit by WSDOT RW Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

See also Figure 5 for the project schedule.

**14B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

All items that have been identified as 'not yet completed' will be completed by September 2006. Project Environmental Documentation (Documented CE, BA and Section 106) has already been submitted. Approval of Environmental Documentation is expected by the end of May 2006.

Right of Way plans will be completed by July and Right of Way Certification is anticipated by mid-August 2006. Project NPDES permit will be submitted in June 2006 and approval is expected by end of August 2006.

Final PS&E will be completed by end of September 2006 with project advertisement in December.

**15. Financial plan:** Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables

require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Regional Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
CN	09/15/06	STP	\$3,000,000
<b>Totals:</b>			<b>\$3,000,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Planning	04/01/03	City	\$20,500
PE	01/01/05	City	\$500,000
PE	12/23/05	Impact Fee	\$946,496
PE	10/01/05	Federal: Section 117	\$983,928
PE	08/15/06	Federal: HPP WA152	\$273,752
PE	08/15/06	Federal: HPP WA265	\$598,830
ROW	12/23/05	Impact Fee	\$846,240
CN	10/01/06	WSDOT	\$250,000
<b>TOTAL:</b>			<b>\$4,419,746</b>

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
<b>Reasonably Secured Funding (see Question #17 for explanation)</b>			
ROW	12/31/06	City	\$300,000
CN	01/01/07	City	\$410,996
CN	01/01/07	Federal: HPP WA152 (AC Funds)	\$410,628
CN	01/01/07	Federal: HPP WA265 (AC Funds)	\$898,245
CN	01/01/07	Private	\$200,000
CN	03/15/07	Impact Fee	\$500,000
<b>Unsecured Funding (see Question #17 for explanation)</b>			
CN	01/01/07	Local Improvement District	\$2,000,000
CN	01/01/07	WSDOT	\$200,000
CN	01/01/07	STP Countywide	\$3,000,000
CN	01/01/07	TIB	\$5,000,000
<b>TOTAL:</b>			<b>\$12,919,869</b>



**Table D: Total Project Cost** (Please provides the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$20,500	Planning:	06/13/03
Preliminary Engineering/Design:	\$3,303,006	Preliminary Engineering/Design:	12/31/06
Right of Way:	\$1,146,240	Right of Way:	12/31/06
Construction:	\$15,869,869	Construction:	11/01/07
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$20,339,615	Estimated date of completion (i.e. open for use)	11/01/07

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**  
Construction will not be fully completed with this award. See #17 below for details on the funding package and Figure 6.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

#### **E. Air Quality (20 Points STP, 40 Points CMAQ)**

**16. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – which will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

#### **Air Quality Analysis**

The Air Quality Analysis has been completed and submitted as part of the Project Environmental Documentation. This project has been included in PSRC's regional transportation plan (Destination 2030). The project has been

modeled for regional air quality conformity and found to conform with air quality regulations and requirements. At the project level, the LOS at intersections in the project area will either stay the same or improve over existing conditions with the project. In addition, as a result of State Implementation Plan control strategies for vehicle emission inspections, future vehicle emissions will be reduced.

### **Improving Traffic Flow**

The critical goals for the Tukwila Urban Center Access Improvement project are improved mobility and reduced traffic congestion and delay. Future development in the UrbanCenter—including residential, commercial and retail—will mean increased traffic volumes. Without improvements, these additional vehicles will contribute to increased congestion and ultimately air emissions from idling vehicles. Average LOS in the project area, without this project, is expected to degrade to LOS F by 2030. The traffic flow improvements supplied by this project are anticipated to result in the 2030 LOS being better than existing conditions: average Design Year LOS at project intersections is LOS C and existing is LOS D.

The project design includes several efficient and effective elements that reduce vehicle delay and conflicts. The grade separation of the southbound through lanes of Southcenter Parkway removes a phase from the intersection of Klickitat Drive and Southcenter Parkway. This signal modification improves operations from LOS today to an LOS A in 2030. The design also makes the pedestrian crossing of Southcenter Parkway safer. The grade separation also eliminates the potential for driver's to make a short weave at southbound Southcenter Parkway and the south I-5 NB off-ramp. This movement currently contributes to a high than average accident history and intersection delay. With the project, traffic operations improve from LOS F to LOS D.

### **Mode shift away from SOVs**

This project provides significantly improved non-motorized facilities and access to a regional transit facility. The safer, more convenient and accessible non-motorized facilities in the project area will support pedestrian trips throughout the Urban Center. The non-motorized project improvements provide a connection to a regional transit facility that will encourage commuters to park their vehicle at the park & ride and use express buses or train services. These improvements also provide connectivity to future pedestrian corridors to the east and to Tukwila Station.

### **Reducing VMT, Elimination vehicle trips, Converting to cleaner fuels**

The Tukwila Urban Center Access Improvement Project is not expected to directly reduce vehicle miles traveled (VMT) however, it will directly impact transit speed and reliability in the Urban Center. The improved traffic flow and reduced delay will mean that transit routes through the project area are able to maintain their schedule making it a more attractive mode choice for those who visit, live in or work in the Urban Center. As well, the Intelligent Transportation System elements to be implemented with the project will allow for advanced signal control strategies including transit signal priority. Transit signal priority (TSP) gives priority to transit vehicles at signalized intersections maximizing person throughput. There is no fuel conversion element of this project.

## **F. Other Considerations (No Points)**

17. Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

### **Financing Plan**

The City's financing plan is comprehensive and reasonable. With the exception of the grants being pursued (STP and TIB), the most of the unsecured funding can be considered to be "reasonably expected to be secured." City funds dedicated toward construction will be allocated for next year's budget cycle. The two federal High Priority Projects awarded in FY2005 have funds made available over a 5 year period, however the award letter specifically allows city's to pursue Advanced Construction financing through WSDOT. Tukwila has already completed an LID Feasibility Study that clearly shows this project is a good candidate for formation of a Local Improvement District. The Preliminary Assessment Role will be developed this spring, followed by a formation hearing. The owners of Westfield Mall have already signed a no-protest agreement for this LID formation. The unsecured impact fee amount is expected to be in-hand in March 2007 from the developer of the JC Penney Warehouse site with the 255,000sf mixed retail development currently under discussions with the City. That date is already set to comply with the

timeline required by a major tenant of the site (Kohl's). The other private funds reasonably secured are for contributions by adjacent property owners for contributions toward project elements benefiting the private property above and beyond the needs of the overall public project, agreements of which are under negotiation at this time. And lastly, the small contribution amount by WSDOT is currently under negotiations as the City pursues consolidation of a WSDOT project planned and under design in the project area (an overlay project on the freeway ramps). **Figure 6** is a table illustrating the funding package.

### **Project Coordination with Other Planned Major Projects**

This project has been developed and the timing of construction coordinated with other major project timelines in mind. Two major projects on the I-405 corridor, the SR 518 project, and two projects on SR 167 under design at WSDOT have similar timelines to the Urban Access Improvement Project and will disrupt travel in the Southcenter area. Sound Transit, with the pending completion of the Link Station on S 154<sup>th</sup> Street, will be closing Southcenter Boulevard for several months to a year, and the detour route most likely to be necessary will include the project area. Westfield Mall is expanding with a 500,000 sf addition and the opening date has been set at August 2008. In order to minimize disruption as much as possible, very careful coordination between all these projects has been done. While construction in 2007 is ideal, 2008 can also be accommodated if necessary.

### **Selection Criteria Summary**

- **Urban Center Environment**
  - ✓ Supports planned Urban Center redevelopment
  - ✓ Required to accommodate Urban Center growth
  - ✓ Creates and sustains targeted industry cluster jobs
- **Circulation Within the Center**
  - ✓ Supports multiple destinations
  - ✓ Adjacent to mixed use areas
  - ✓ Improves travel to centers and targeted industry clusters
- **Air Quality**
  - ✓ Improves traffic flow for the next 25 years
- **Project's Impact On Urban Center**
  - ✓ Improves freight movement through congestion relief
  - ✓ Improves Transit efficiency through congestion relief
  - ✓ Improves safety by eliminating conflicts
  - ✓ Supports existing targeted industry clusters
  - ✓ Provides new pedestrian facilities and linkages to existing ones
- **Project Readiness/Financial Plan**
  - ✓ Obligation of funds 2008 or earlier
  - ✓ Funds Construction
  - ✓ Private funding partners



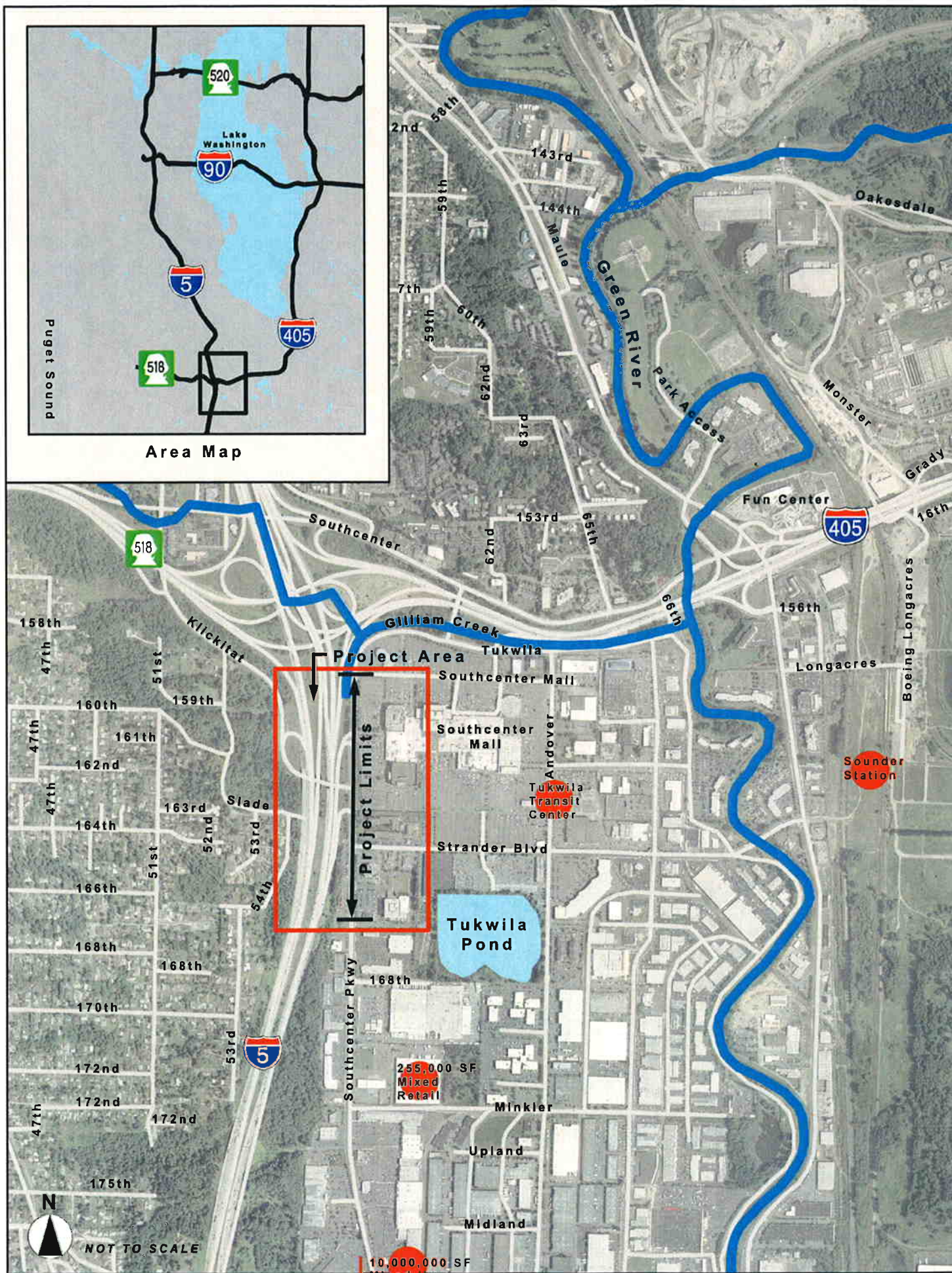
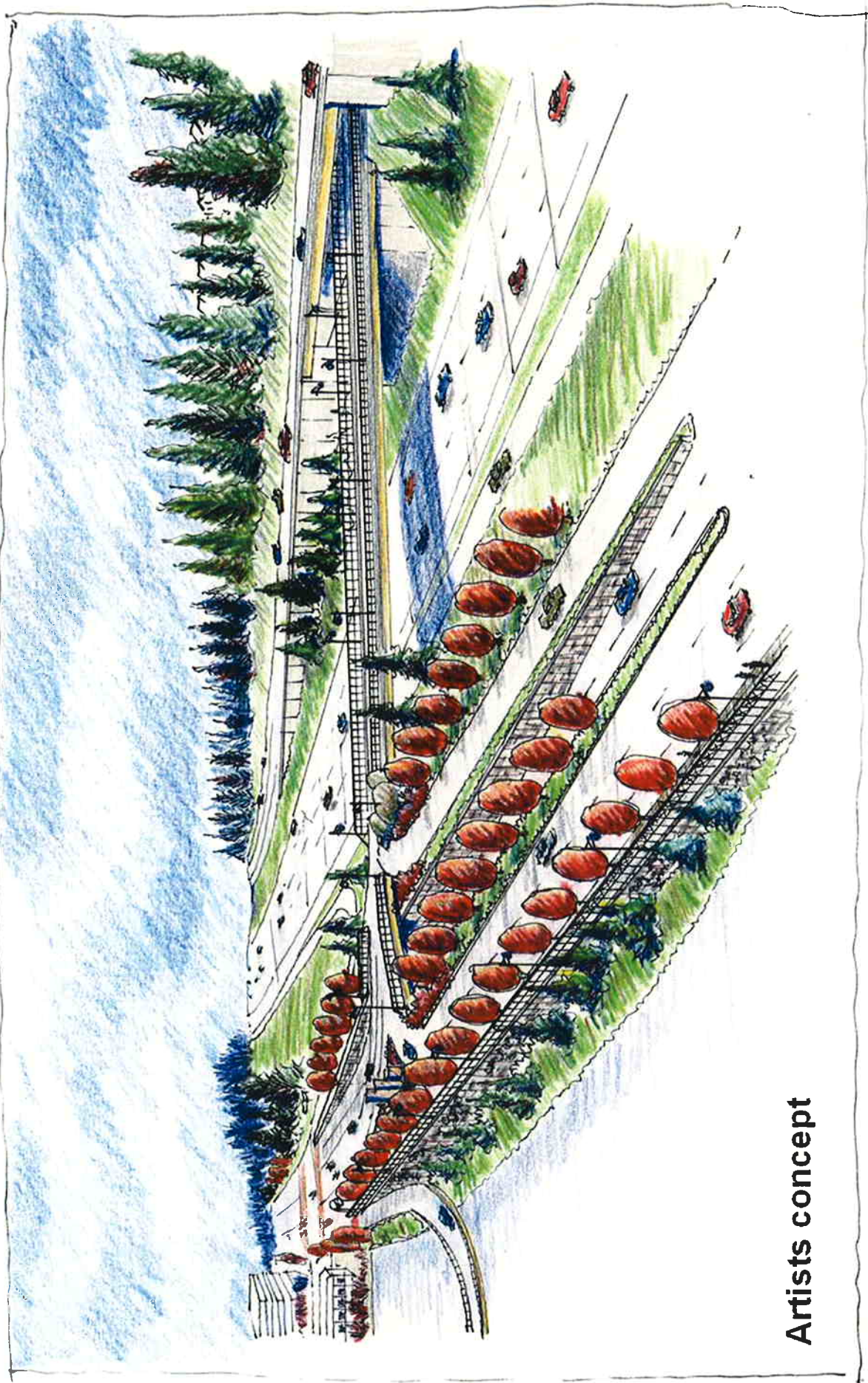


Figure 1: Vicinity Map

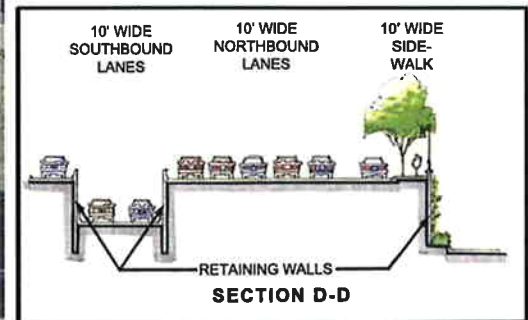
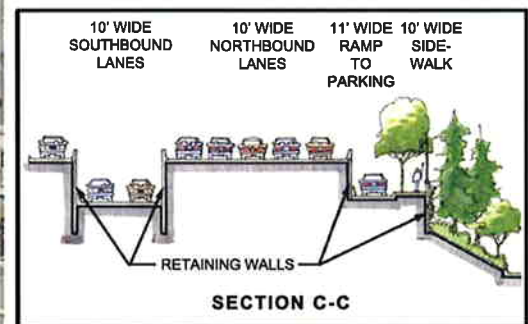
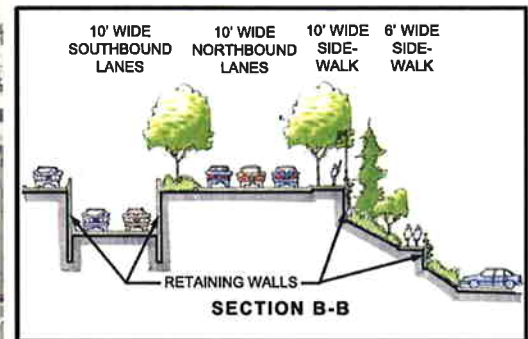
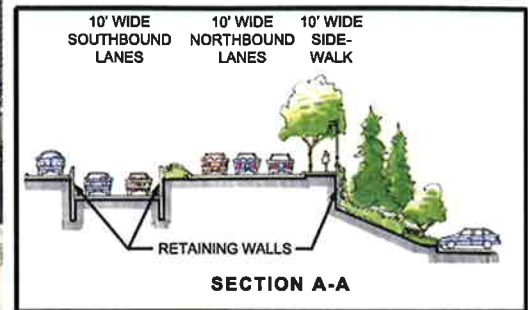
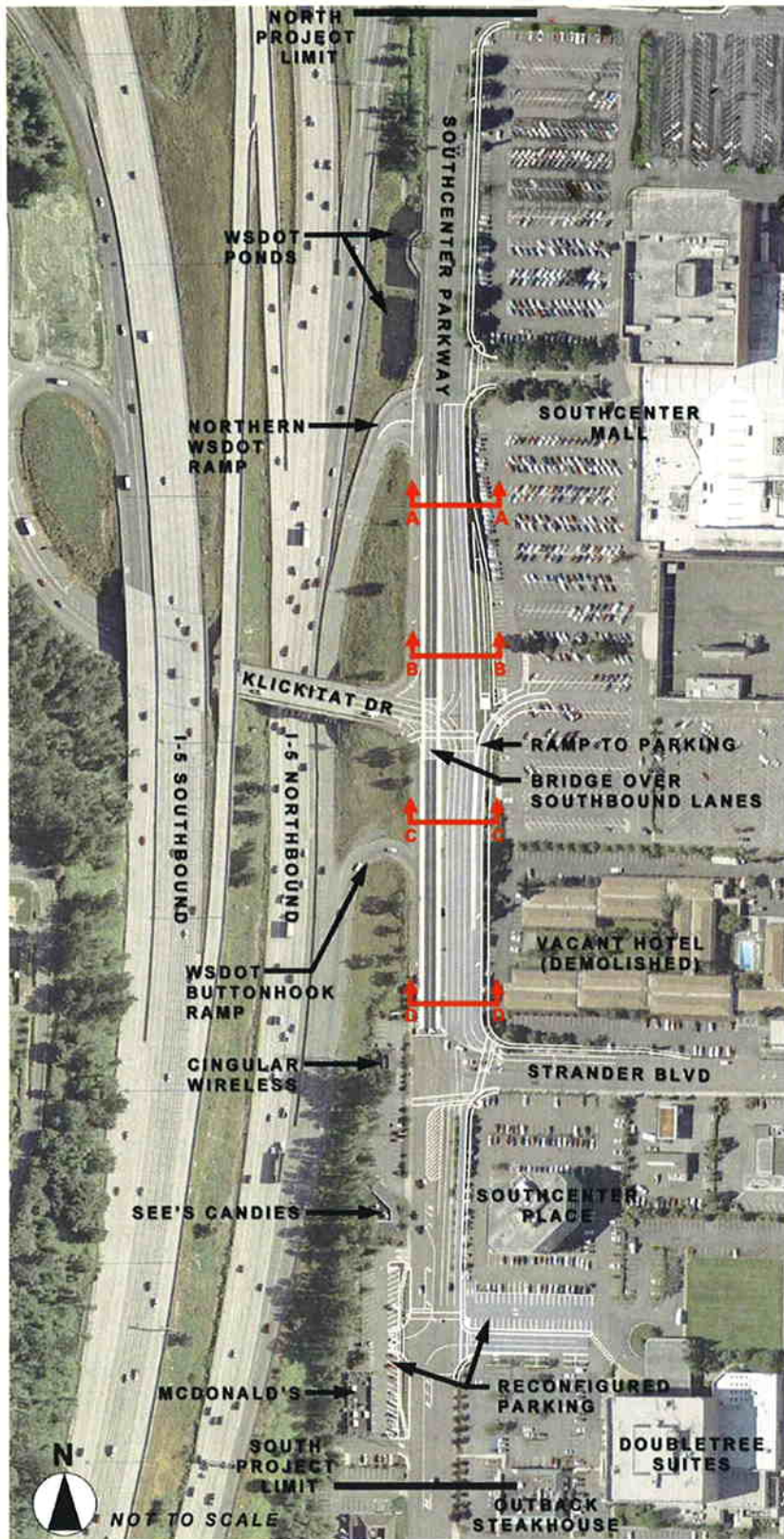




Artists concept

Figure 2:Artist's Concept





**Figure 3: Project Cross-Sections**



Tukwila Urban Center Access Improvement Project  
2006 STP CMAP Regional Application

Community Image

Goal 1.3: Identifiable boundaries for Tukwila so that residents, workers, and visitors know they are entering the City.

Policy 1.3.1: Develop a set of distinctive physical features or gateways to be located at freeway off-ramps and at City limit lines where they cross major arterial streets; use graphics, orientation, maps. Informational signage, lighting, specimen trees, plantings with seasonal color, artwork, monument forms, or combinations thereof.

Goal 1.7: Commercial districts that are visually attractive and add value to the community, are visitor and pedestrian friendly, are designed with pride and constructed with quality workmanship, are secure and safe with adequate lighting and convenient access, are uncongested with smooth-flowing traffic patterns, are well-maintained with adequate streetscape landscaping, and are wholesome and in harmony with adjacent uses.

Tukwila Urban Center

Vision Statement. The existing Tukwila Urban Center is an economically vibrant, motor-vehicle oriented area. It owes much of its success to a high level of regional accessibility and efficient local access roads, and a lack of competition within the region, as well as the 30+ year vision and vigor of its development community

Goal 1.9: An economically strong Tukwila Urban Center, with a distinct image and character, of bold architectural form that provides for an intensive mixture of uses along with access to transit, public amenities, and civic facilities.

Policy 1.9.1: The Tukwila Urban Center shall be developed as a high-intensity retail, commercial or light industrial area of regional significance....

Goal 10.2: Urban Development. Encourage and allow a central focus for the Tukwila Urban Center, with natural and built environments that are attractive, functional, and distinctive, and supports a range of mixed uses promoting business, shopping, recreation, entertainment, and resident opportunities.

Policy 10.2.2: Streets, Streetscape, and Pedestrian Environment. Create a street network that reflects the demand and need for motor vehicles, transit, pedestrians, and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel; and reinforces the different functions of streets by creating distinct identities for major rights-of-way.

Goal 10.3: Transportation and Circulation A balanced transportation network that compliments the Tukwila Urban Center land use and design policies and provides access for all transportation modes to, from, and within the center.

Economic Development

Goal 2.1 Continuing enhancement of the community's economic well-being.

Policy 2.1.4: Budget for public infrastructure (for example, roads, sewers, curbs, lighting, parks, open space). Use some capital improvement funds to encourage in-fill, land

**Figure 4 – Comprehensive Plan References**

assembly, redevelopment, and land conversion for family-wage jobs, but only if concurrent with substantial private actions.

2.1.5: Act in partnership with the private sector to fund infrastructure as part of a sub-area plan to encourage redevelopment and as an inducement to convert outdated and underutilized land and buildings to high-valued and/or appropriate land uses.

#### Transportation Element

Goal 13.1: Safe and efficient movement of people and goods to, from, within and through Tukwila.

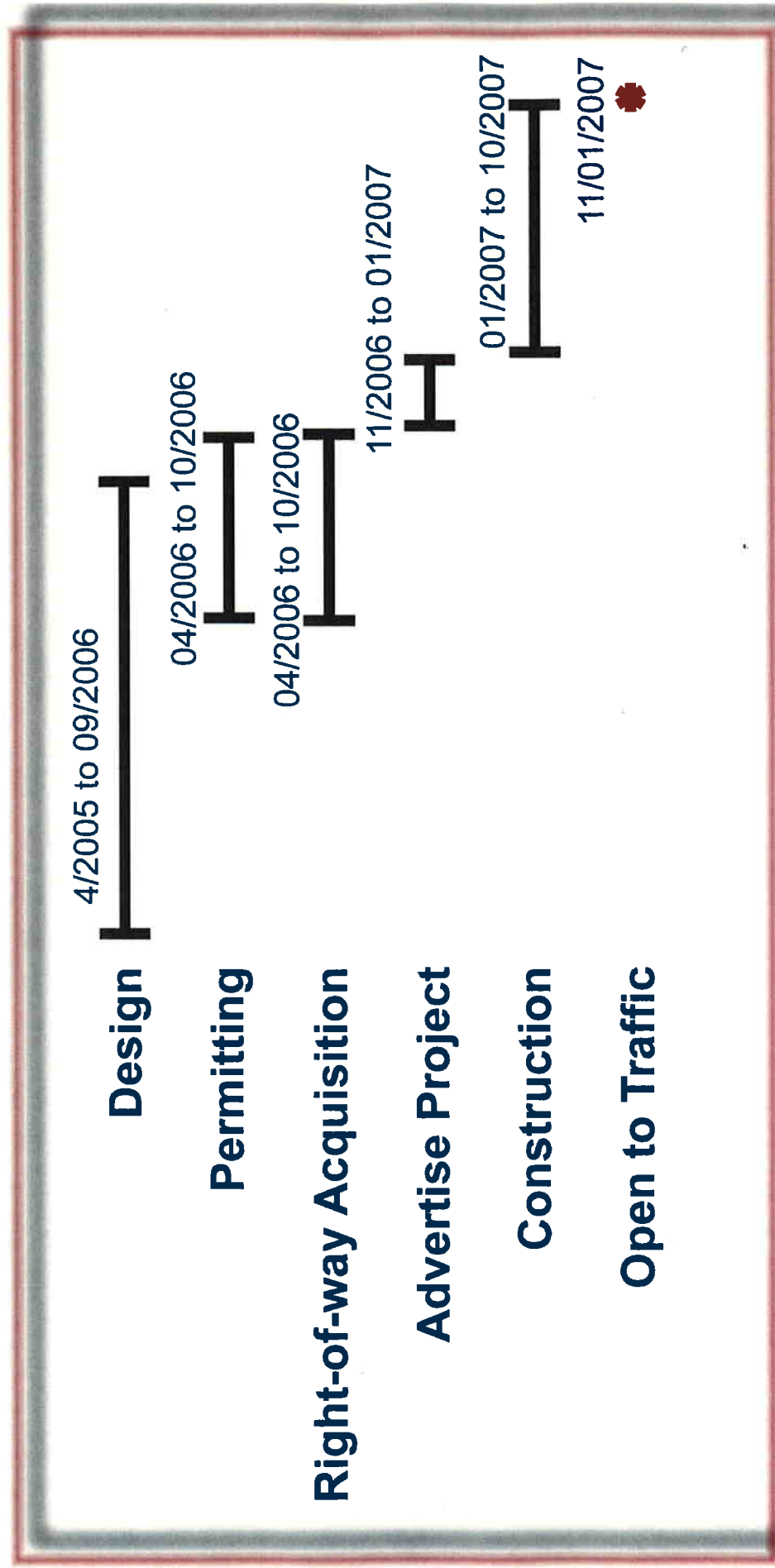
Goal 13.2: Expansion of the existing public street network into a hierarchy of street designs that serve pedestrian and vehicle safety, traffic movement, and adjacent land uses.

Goal 13.3: Traffic levels-of-service that provide safe and efficient movement of people, bikes, cars and buses and incorporate evolving land use and traffic patterns.

Policy 13.3.1: In general, Level of Service Standards shall vary by differing levels of development patterns, desired character of streets, and growth management objective. The Tukwila Urban Center corridor average is not to exceed LOS E.

Policy 13.3.3: Maintain adopted LOS standards in planning, development, and improvement decisions.

Policy 13.3.4: Provide capacity improvements or trip reduction measures so that the LOS standard is not exceeded.



**Figure 5: Schedule**



### Funding by Source

Source	Secured	Reasonably Secured	Unsecured	Total
City	\$520,500	\$710,996		\$1,231,496
Private	\$1,792,736	\$700,000		\$2,492,736
LID			\$2,000,000	\$2,000,000
WSDOT	\$250,000		\$200,000	\$450,000
Federal Grants (Sect. 117, HPP)	\$1,856,510	\$1,308,873		\$3,165,383
STP Regional			\$3,000,000	\$3,000,000
STP Countywide			\$3,000,000	\$3,000,000
TIB			\$5,000,000	\$5,000,000
<b>Total</b>	<b>\$4,419,746</b>	<b>\$2,719,869</b>	<b>\$13,200,000</b>	<b>\$20,339,615</b>

Figure 6: Funding